

IF YOU NEED A "JOB"
Try a Classified Ad. in the
Situations Wanted Column. It is
a word.
THE TIMES-DISPATCH

Richmond Times-Dispatch

THIS IS THE SEASON
when your thoughts turn to
the country home. Try a Want
Ad. to find the ideal place.
THE TIMES-DISPATCH

65th YEAR VOLUME 65 NUMBER 147 RICHMOND, VA., THURSDAY, MAY 27, 1915.—TWELVE PAGES WEATHER PAGE 9—SHOWERS PRICE, 2 CENTS

BRITISH WARSHIP TRIUMPH IS SUNK IN DARDANELLES

Torpedoed by Submarine and Goes Down Shortly Afterward.

MOST OF OFFICERS AND MEN ARE SAVED

Was Operating in Support of Land Forces on Shore of Gallipoli Peninsula.

ATTACKING BOAT IS CHASED

Constantinople Dispatch Says Single Torpedo Destroyed Big Vessel.

LONDON, May 26.—The British battleship Triumph has been sunk in the Dardanelles. This official announcement was made to-night.

The disaster to the Triumph is described in a brief statement by the admiralty, which says that while operating in support of the Australian and New Zealand forces on the shore of the Gallipoli Peninsula yesterday, the Triumph was torpedoed by a submarine and sank shortly afterwards.

Most of the officers and men, including the captain and commander, are reported to have been saved.

The submarine was chased by destroyers and patrolling small craft until dark.

The official announcement does not say whether the submarine was a Turkish or German, but it probably was of the latter nationality, as the British location at Athens recently offered a reward for the sinking of German submarines supposed to be in the Mediterranean.

The battleship Triumph was built at Harrow in 1907 for Chile, but was purchased by Great Britain in 1903. She was laid down under the name of Libertad.

Since the present war broke out, the Triumph has been in operation in both Far Eastern and European waters. As flagship of the British Asiatic squadron, she participated in the bombardment of the German base of Tsingtau, China, last October, and was reported to have been damaged by the shell fire of the German forces.

In the latter part of April the Triumph bombarded the Turkish trenches on the western end of the Gallipoli Peninsula, and afterwards went into the Dardanelles to search the trenches from a different angle.

Here she came under the fire of a Turkish howitzer battery on the Asiatic shore, which dropped sixteen shells around her and threw three missiles on board. Little damage was done by the shells, however, and only two men were wounded. The battleship silenced the Turkish battery before retiring.

A few days later, while landing operations were proceeding, the Triumph, with other warships, in addition to covering the landing, bombarded the forts in the Dardanelles to prevent reinforcements reaching the Turks from the Sea of Marmora. The Triumph was credited in the official reports with having set fire to the town of Mardos during this bombardment.

The Triumph, which was commanded by Captain Maurice E. Fitzmaurice, was a vessel of 11,955 tons. Her crew of officers and men in times of peace numbered about 700 men. The vessel carried four ten-inch, fourteen 7.5-inch guns and fourteen fourteen-pounders and four six-pounders. She also carried two eighteen-inch torpedo tubes.

The Triumph was 486 feet long, and had a speed of about twenty knots.

THE TRIUMPH IS SUNK BY A SINGLE TORPEDO

BERLIN, May 27 (via London).—A Constantinople dispatch to the Tageblatt says that the British battleship Triumph was sunk by a single torpedo, and that she disappeared in seven minutes.

DEATH OF JACOB RUPPERT

Founder of Brewing Company Dies at Age of Seventy-Four Years.

NEW YORK, May 26.—Jacob Rupprecht, a widely known brewer, and founder of the Jacob Rupprecht Brewing Company, died in his home here last night. He was seventy-four years old.

As a boy of ten, Mr. Rupprecht began his career as a brewer in the employ of his father, Franz Rupprecht, in this city. Later he started his own brewery in a building hardly fifty feet square and with no machinery. His establishment now has an annual capacity of 2,000,000 barrels and is one of the largest in the world.

Mr. Rupprecht's realty holdings in and about New York City are estimated to amount to several million dollars.

Mr. Rupprecht's son, Colonel Jacob Rupprecht, Jr., now is head of the great business founded by his father, and is part owner of the New York American League baseball club.

SCOURGE SHIP NEARS PORT

Twenty-Five Men on British Freighter Have Berther.

[Special to The Times-Dispatch.] NEW YORK, May 26.—A scourge ship, the British freighter Dewa, is making for this port, and health authorities are making preparations to run up the yellow flag and sequester the Dewa. Of the crew of forty on the vessel, twenty-five have beriberi, and eight have died of the disease since the vessel left Havana on May 4, according to a wireless message received to-day by Dr. O'Connell, port health officer.

It is expected that the vessel will reach here to-morrow.

Italy's Ruler With His Troops at Front

Victor Emmanuel Takes Supreme Command of Army and Navy.

The King of Italy has taken supreme command of the army and navy, and is now with his troops at the front. On the Austro-Italian frontier and for a few miles in Austrian territory, the Italian lines stretch for a distance of fifty miles or more. In their forward movement the Italians have occupied several towns, and are striking eastward toward Trieste.

The Austrian War Office admits that Italian troops have entered Condlino, in the Tyrol, twenty miles east of Rovereto, where prior to the declaration of war an Austrian barracks was blown up and many Italians were arrested. At the same time, Vienna claims that Italian attacks on the Carinthian frontier were repulsed with considerable losses to the invaders, and that in an invasion across the border north of Udine, the Italians fled, leaving their arms.

Another British battleship, the Triumph, has fallen a victim in the operations in the Dardanelles. A torpedo, whether German or Turkish is not known, sent her to the bottom. The British admiralty reports that probably most of the officers and crew were saved.

The American steamer Nebraska, damaged by an explosion while bound from Liverpool for Delaware breakwater, is on her way back to Liverpool. The Nebraska when off the Irish coast was either torpedoed or struck a mine.

Successful progress still continues in the Galicia district near Przemyel, according to Vienna, with the capture of additional men, guns and war material. In Russian Poland and south of the Danube the situation generally remains unchanged.

On the west an engagement of extreme violence is in progress north of Arras, where the Germans are trying to retake captured positions and a similar conditions prevails at the northern outskirts of the wood north of the road from Aix-Noulette to Souchez, where the French report a slight advance.

HEAVY STORM IN WEST

Much Damage in Kansas, Oklahoma and Missouri.

KANSAS CITY, May 26.—Heavy rain and windstorms did much damage throughout Kansas, Northern Oklahoma and Missouri to-day. Sections of railroad track have been washed out and wire communication is crippled. Many streams are nearing flood stage.

Eight hundred delegates to a Tulsa convention are marooned at Sand Springs, Okla.

Tornado Hits Oklahoma Town. HUGO, OKLA., May 26.—A tornado struck Talpina, Okla., sixty miles north of here to-day, killing one person and fatally injuring several others, according to reports here. Many buildings were damaged.

LASSEN PEAK A RUIN

Mountain Is Self-Wrecked by Its Recent Eruptions.

REDDING, CAL., May 26.—Lassen Peak, once beautiful in the symmetry of its summit and the wealth of timber that enveloped it, stands to-day a ruin, self-wrecked by its recent eruptions. Its crater is shattered, and down its western slope two black streams of lava, half a mile wide, separated by a ridge covered with ash-soiled snow, extend for miles.

Forest rangers reported to-day that they had been unable, owing to the volcano's heat, to venture near enough to the peak to ascertain the full extent of the changes wrought in the mountain.

ADDICKS STILL IN JAIL

Tries in Vain to Raise \$2,000 for Bond to Be Freed.

[Special to The Times-Dispatch.] NEW YORK, May 26.—J. Edward (Guss) Addicks, the former Delaware millionaire politician, tried in vain to-day to raise \$2,000 for a bond to be freed from Ludlow Street Jail. He was unable to find a bondsman before the sheriff's office closed, but will renew the search to-morrow.

Addicks is held in jail on a technical charge of contempt of court for failing to appear and be examined as to an \$18,000 debt.

DR. HENRY BAK IS DEAD

Was President of Southern College of Medicine.

CHICAGO, May 26.—Dr. Henry Bak, of Atlanta, Ga., president of the Southern College of Medicine, died at a hospital here yesterday. It became known to-day.

Dr. Bak was born in Austria-Hungary sixty-eight years ago, and for a number of years was chief of staff of the army medical corps of that nation. He came to America thirty-three years ago.

He is survived by a widow and seven children.

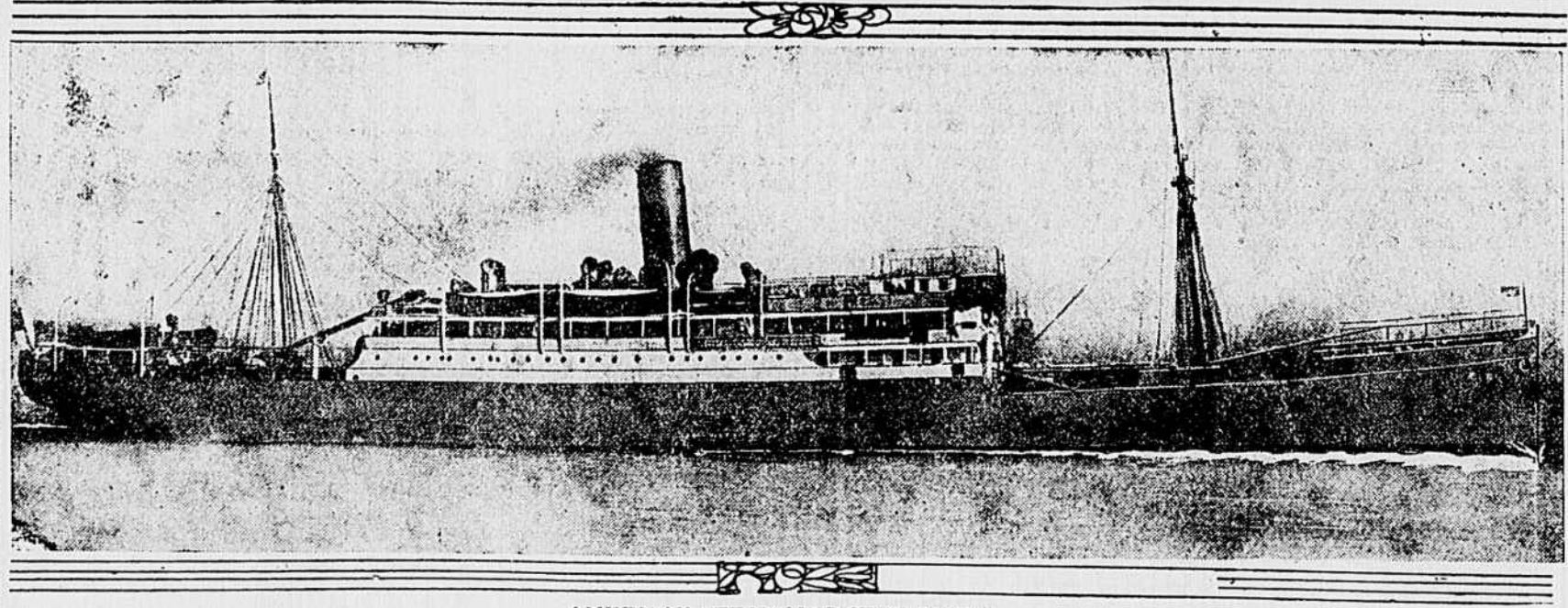
APPEALS TO JEWISH HEAD

State Department Seeks Assistance in Sending Aid to Gallicians.

NEW YORK, May 26.—The State Department at Washington, it was learned to-day has asked Louis Marshall, as president of the American-Jewish committee, for assistance in an effort to afford relief to and discover the whereabouts of war sufferers, especially women and children, in Galicia.

The State Department, in a letter which Mr. Marshall received yesterday, stated that it was impossible to communicate with thousands of Jews in Galicia, many of whom have relatives in America who are trying to send aid to them.

MAY ADD TO TENSENESS OF SITUATION WITH GERMANY



AMERICAN STEAMSHIP NEBRASKAN.

KING VICTOR EMMANUEL IN SUPREME COMMAND

Leaves Incognito for Front to Take Full Charge of Italian Army and Navy.

TEUTONS CONTINUE ACTIVE

Do Not Relax Efforts on Other Fronts Because of Italy's Entrance Into War—Make Claims of Further Successes.

ROME (via Paris), May 26.—King Victor Emmanuel has assumed supreme command of the army and navy. He left incognito for the front last night. Only his ministers, who were confidentially informed of the King's intended departure, bade him farewell.

The Official Journal publishes a decree appointing the Duke of Genoa (Prince Thomas of Savoy) lieutenant-general of the kingdom. During the King's absence, he will carry on the duties of state in the name of the King, but will refer all affairs of first importance to His Majesty, unless they are of the most urgent nature.

The Messenger says:

"The first citizen of Italy has left the capital to go to the front and be among his fighting troops. To him, who to-day set foot for the first time on Italian land, which until a few days ago was yet disunited from the mother country; to him, who in this moment is the symbol of the union and concord among all Italians, goes our augural salutation, in the hope for the highest success to the Italian arms."

"For Victor Emmanuel has been reserved the highest fortune that ever a sovereign could enjoy, that he will see complete under his crown national unity."

"To Victor Emmanuel go the grateful and solemn greetings of the entire Italian people."

NO LET UP IN EFFORTS

ON OTHER POINTS

LONDON, May 26.—Although called on to face another enemy in Italy, whose troops have crossed the Eastern border, the Austrians and Germans have not relaxed their efforts on the other fronts.

In Middle Galicia they have resumed the offensive against the Russians along the River San, and claim further success; while in Flanders and Artois the Germans continue, according to the French report, their furious attacks in an effort to regain ground taken from them in recent weeks, and to hold that they took from the British in the region of Ypres.

ITALIANS MEET NO SERIOUS OPPOSITION

The Austrians who have crossed the Italian frontier to the east along a front of sixty miles towards the Isonzo River, have met no serious opposition. In fact, no important battle is expected until the invaders reach the River Isonzo, where the Austrians are said to be established.

REGARD SITUATION IN EAST WITH PERFECT COMPOSURE

[Special Cable to The Times-Dispatch.] PETROGRAD, May 26.—Although the activity of the Austro-German army is being revived on the San, to the north of Przemyel and between that fortress and Sambor, those best informed as to the details of the operations continue to regard the general situation on this front with perfect composure. There seems no longer to be any fear that the enemy can make further material progress in the direction of his last aggressive. Military writers here are of the opinion that the great struggle spurned by the Austrians is an end in Galicia is the last general battle of the war on this front.

Emperor William recently made another appeal to his troops, and promised them the early possession of Warsaw as a reward for their efforts. It is now two months since there have

STRUCK ON PORT SIDE

AT POINT NEAR STERN

The Ryndam was struck by the Cuneo on the portside at a point somewhat nearer the stern than amidships, and explained a later message from the captain reading:

"Ryndam 124 miles east of Ambrose Channel, 10 A. M. Tunnel much strained, but holding out."

The tunnel mentioned is the shaft tunnel on the port side. If this tunnel had filled with water, there would have been no way of keeping water out of the engine room.

The South Carolina's report of the collision was received by the Naval Radio Station at Newport, R. I., and read:

"Steamships Joseph J. Cuneo and Ryndam, of the Holland-America Line, in collision off Nantucket Lightship. Passengers and part crew of Ryndam were taken off in small boats. Efforts now being made to take Ryndam to New York. In response to radio calls, Texas and Louisiana coming to assist."

The Ryndam is one of the slowest vessels in the Holland-America Line's fleet. She was built in 1901. She sailed from her pier in Hoboken at noon on Tuesday for Rotterdam. Her cargo, which was valued at more than \$1,000,000, was the largest she had ever carried, and was consigned to the Netherlands Overseas Trust Company, the commercial agents for the Dutch government.

It consisted of 266,114 bushels of corn, five bags of corn starch, 2,000

LINER RYNDAM COLLIDES WITH TRAMP STEAMER

Seventy-Seven Passengers, Saved From Possible Death, Reach Port on Battleship.

\$1,000,000 CARGO DESTROYED

Big Warships Hear S. O. S. Call and Reach Side of Injured Liner in Less Than Two Hours—Neither Vessel Sinks.

NEW YORK, May 26.—Seventy-seven passengers, saved from possible death when the Holland-America liner Ryndam collided early to-day with the tramp steamer Joseph J. Cuneo, off Nantucket Shoals Lightship, were brought to port to-night by the battleship South Carolina, which participated in the rescue.

The Ryndam, conveyed to Ambrose Lightship by the battleship Texas, reached the harbor before her passengers arrived. She was drawing thirty-six feet of water, and much of her cargo, valued at \$1,000,000, was destroyed. A hole in her side below the water line was stopped with canvas.

The Cuneo, damaged, was proceeding upon her own steam to this port.

The steamer, Thomas J. Millard, carrying friends and relatives of passengers and officers of the Holland-America Line, went down the bay to meet the South Carolina to take on board the rescued passengers.

The Ryndam left here for Rotterdam yesterday with fifty-four cabin and twenty-three third-class passengers. The crew numbered about 150. The Cuneo left Boston last night for Havana, Cuba. Shortly before 4 o'clock this morning, in a heavy fog, the steamers rammed each other.

CALL PICKED UP

BY BATTLESHIPS

The Ryndam's operator flashed the first "S. O. S." at 4:05 A. M., and the call was picked up almost instantly by the battleships South Carolina, Texas and Louisiana. The big warships headed at full speed through the dense fog that had enveloped Nantucket all night, and reached the side of the injured liner in less than two hours. The South Carolina, arriving thirty minutes before her consort.

The Ryndam at that time was approximately 150 miles east of Sandy Hook.

Officials of the Holland-America Line in this city received at 9 o'clock the following message from the Ryndam's master, Captain Van Der Heuvel:

"One hundred and fifty miles from Ambrose. Hold No. 5 full of water. Hold No. 6 water gaining. Engine room water we can master. Am proceeding thirteen knots. Passengers aid; sixty crew on board Cuneo. American squadron standing by."

At that time Captain Van Der Heuvel did not know that the passengers had been retransferred from the Cuneo to the South Carolina.

An earlier message from the captain expressed fear that he would have to abandon the ship, as the water in No. 6 hold was gaining.

The Ryndam has seven holds, which are numbered from the bow aft. The first three holds are forward of the engine and boiler rooms.

MAJORITY DECISION

ON THE MAIN PLEA

The main plea before the court, on the part of American ship owners, was that the favored nation treaties were, in fact, inoperative. In this connection the majority decision said:

"No department of the government has the provisions ever been repudiated or denounced as unconstitutional or denied force and effect as the clause applied to goods imported in ships of favored nations as well as those flying the American flag, therefore, that section must be held entirely inoperative unless the favored nation treaties were abrogated. The importers were interested particularly in the granting of the rebate."

W. H. IRVINE ENDS LIFE

Prominent Greenville, S. C. Lawyer Driven to Suicide by Despondency.

GREENVILLE, S. C., May 26.—W. H. Irvine, prominent lawyer of this place, committed suicide by shooting here to-day. He recently filed a voluntary petition in bankruptcy in which his liabilities were estimated at \$250,000, and his assets at \$500,000, for the most part in real estate. Despondency is believed to have led to his suicide.

FIVE PER CENT CLAUSE OF TARIFF LAW UPHELD

Rebate Also Held to Apply to Goods Imported in Ships of "Favored Nations."

MAY EFFECT U. S. FISCAL POLICY

If Customs Court Decision Is Sustained by Supreme Court, Approximately \$15,000,000 in Duties Already Collected Must Be Refunded.

WASHINGTON, May 26.—The so-called "5 per cent" clause of the tariff law, granting a reduction of duties to that amount on goods imported in American ships, was sustained to-day by the Customs Court, which held also that the 5 per cent rebate might be granted on all goods imported in ships of those countries with which the United States has "favored nation" treaties.

As such treaties exist with the principal countries of the world, the virtual effect of the decision is to reduce the customs revenue by 5 per cent.

If the decision is sustained by the Supreme Court of the United States, approximately \$15,000,000 in duties already collected must be refunded.

In a dissenting opinion, Judge Davies pointed out that the majority decision means that goods imported in about 5,500 foreign vessels of favored nation countries shall receive this reduction in customs duties. Five per cent of the estimated customs revenues for the present fiscal year would exceed \$11,000,000, and in years to come this total would grow to even greater proportions.

DECISION RETROACTIVE ON IMPORTS FOR TWO YEARS

Moreover, it was pointed out, that the decision, if it stands the test in the Supreme Court, is retroactive to the extent that it applies to imports into the United States since approval of the Underwood-Simmons law more than two years ago, including goods entered in bond and subsequently withdrawn without payment of this rebate.

Officials realize that the decision may have a profound effect upon the fiscal policy of the United States. At present the actual working balance in the Treasury is under \$15,000,000, though possibly \$40,000,000 is available to be added to this if necessary.

In addition to its findings regarding goods from abroad, the court held that the clause from Cuba is entitled to a reduction of 20 per cent ad valorem, as provided by the Cuban preferential treaty with the United States, and to the further discount of 5 per cent from that amount.

REPORT ON NEBRASKAN AWAITED WITH INTEREST

Officials Without Information as to Whether Ship Was Torpedoed or Struck Mine.

U. S. COURSE UNDETERMINED

If Vessel Was Attacked Without Warning, Aggravating Circumstance Will Have Been Added to Already Tense Situation.

WASHINGTON, May 26.—The course of the United States government in the case of the American steamship Nebraska, damaged off the Irish coast, was undetermined to-night, because officials were without definite information as to whether the ship was torpedoed or had struck a mine.

Messages from Ambassador Page and Consul-General Skinner, at London, today transmitted the report of the British admiralty that the vessel had been torpedoed, but the captain's report to his owners indicated a doubt as to whether the Nebraska was hit by a torpedo or mine.

In view of the position the United States has taken on the subject of submarine activity in the war zone, and the delicacy of the situation with Germany arising out of the Lusitania disaster, the story of the Nebraska's experience is awaited with unusual interest. Should it develop clearly that she was torpedoed without warning, an aggravating circumstance will have been added to an already tense situation, notwithstanding the fact that no lives were lost.

UNITED STATES REFUSES TO JUSTIFY ACTION

Germany, in a circular note to neutral governments on May 11, announced that regret would be expressed and payment of damages made without prize court proceedings for all neutral vessels attacked by mistake in the war zone. The United States in its note of May 13 pointed out that "expressions of regret and offers of reparation in case of the destruction of neutral ships sunk by mistake, while they may satisfy international obligations, if no loss of life results, cannot justify or excuse a practice, the natural and necessary effect of which is to subject neutral nations and neutral persons to new and immeasurable risks."

Navy officers say it will be a difficult task to determine from examination of the Nebraska's hull whether a mine or torpedo struck her. An investigation, nevertheless, will be ordered when the ship reaches port. An inquiry by naval attaches of the American embassy when the American steamer Guilford reached port brought a report that a German submarine was responsible. There have been intimations since then, however, that Germany, in her reply, would deny responsibility for the wrecking of the Guilford.

NO BRITISH MINE FIELD NEAR SCENE OF MISHAP

So far as the State Department is informed, there is no British mine field near where the Nebraska was struck.

The fact that the Nebraska was under charter to a British concern, partly American owned, prior to sailing on her return voyage, it was said by officials, would not affect her status. She carried no contraband, and was engaged in no hostile services, being bound for Newport News to take on coal for the United States Navy to be carried as freight to San Francisco.

LID ON "TROTTERIES"

Earlier Closing Hour Adopted Until "Kelly Thing Blows Over."

[Special to The Times-Dispatch.] NEW YORK, May 26.—The disclosures of Eugene Kelly's experiences with the "tango trimmers" in the white light district have clamped the lid down tight on Broadway's dance palaces.

While several investigations are going on into the activities of ex-chorus men and other characters of the "trotteries," the proprietors thereof have taken a tip, and no longer are festivities allowed to continue until break of fast time. Closing at 2 A. M. is rigidly enforced by the proprietors themselves, "until this Kelly thing blows over."

Meanwhile the youthful heiress, reconciled to her mother, is staying at the home of her sister, Mrs. Ralph H. Thomas, at Sands Point, L. I., and is planning for a long trip with her mother, in an effort to forget the notoriety which the charges of incorrigibility brought against her caused.

AMERICAN VESSEL STRUCK EITHER BY MINE OR TORPEDO

Steamer Nebraska Meets With Mishap Fifty Miles West of Fastnet.

CREW TAKES TO BOATS, BUT LATER RETURNS ON BOARD

Armed Trawler Answers Call for Help and Stands By Disabled Ship.

TURNS BACK TO LIVERPOOL

Name and Nationality Painted in Large Letters on Side.

[Special Cable to The Times-Dispatch.] LONDON, May 26.—The American steamship Nebraska, owned by the American-Hawaiian Steamship Company of New York, was either torpedoed or struck a mine forty-eight miles off the south coast of Ireland at 9 o'clock last night.

No lives were lost, and the steamship, listing badly at the bow, is proceeding to Liverpool under her own steam at eight knots an hour. She is conveyed by a fleet of small ships, and expects to make Liverpool to-morrow night.

Captain J. S. Green, her commander, this afternoon sent the following wireless to the company's offices in New York:

"Struck by either mine or torpedo forty-eight miles west of Fastnet. Am steaming under convoy to Liverpool. Water in lower hold. No one injured. (Signed) 'GREEN.'"

It is declared here the Nebraska was outside the zone of mines, but it is also admitted she might have encountered a floating mine.

According to a dispatch from Liverpool, the name and nationality of the Nebraska was painted in large letters across her side, and she flew a large American flag.

CONSUL-GENERAL SKINNER REPORTS TO WASHINGTON

Consul-General Skinner, stationed here, sent the following message to the State Department in Washington early in the day:

"Admiralty reports American steamer Nebraska, Liverpool, hit by Delaware breakwater, torpedoed forty miles south by west of Fastnet. Crew and boats standing by. Weather fine. No direct reports."

The Nebraska left Liverpool on May 24, in water ballast for Delaware breakwater. She was proceeding under full steam last night in a smooth sea. The weather was clear, and twilight giving away to a bright moon.

Suddenly there was a terrific explosion, which shook the ship from bow to stern. She began to list almost immediately, and Captain Green, believing she had received a mortal blow, ordered the lifeboats lowered. Meantime, the wireless operator began sending out the "S. O. S." call. There were no passengers aboard, and the boats were filled with the members of the crew, forty-seven in all, who rowed away some distance, expecting to see the steamship go to the bottom within a few minutes.

The Nebraska remained afloat, however, and when Captain Green saw there was no immediate danger he returned to the ship. A hurried investigation revealed a great hole in the bow below the water line. The bulkheads held tight, confining the flood to the forward part of the ship.

SUPPLY IS NOT DAMAGED

Although the steering gear had been damaged, Captain Green was able to turn around. Within a short time a large number of trawlers and several tugs were on the scene. Captain Green refused the offer of a tow. The Nebraska is an oil-burning ship, and her fuel supply was not damaged.

Accompanied by the fleet of small ships, the Nebraska started for Liverpool, hugging the coast. Weather conditions are ideal, and it is believed she will have no trouble in reaching the port from which she departed. She passed the Old Head of Kinsale, the scene of the Lusitania disaster, at 11 o'clock this morning, and Queenstown about 3 o'clock this afternoon. She appeared to be in no immediate distress, but was flying the signal "I am not under command."

A telegram received this afternoon from Crookhaven, Ireland, says a submarine was seen shortly after 9 o'clock last night near Galley Cove, about ten miles from Fastnet, and thirty miles from the scene of the mishap to the Nebraska. No connection, however, has been established between the two incidents.

Several fishermen sighted the submarine, which was close to the shore near the mouth of a creek. One man with a rifle fired at an officer standing on the conning deck. The submarine dived immediately, but soon reappeared on the surface further out. More shots were fired, and it again disappeared.

APPARENTLY OCCURS EARLY IN NIGHT

The torpedoing of the Nebraska apparently occurred before 9 o'clock last night. All foreign vessels leaving Liverpool recently have had their names and nationalities painted in large letters on their sides and have flown large flags. Yesterday evening was clear, and the period between 8 and 9 o'clock is the twilight hour in the British isles at this season. A message to the Lloyd's agent, an armed trawler went to the assistance of the Nebraska, and stood by her all night. A message to the Star from Liverpool says that the name and nationality of the Nebraska was painted in large letters on her sides.

The German submarine campaign